

**VILLAGE OF PENINSULA PLANNING COMMISSION
LONG RANGE PLAN MEETING MINUTES
NOVEMBER 5, 2018**

Call to Order:

The Village of Peninsula Planning Commission Long Range Plan Meeting was called to order at 7:04 p.m. by Chairperson Karen Walters. The Meeting took place in the Police Department lobby due to Election Day setup work in the Council Chambers.

Roll Call:

In attendance:

Karen Walters, Chairperson
Mayor Douglas Mayer
Greg Canda
Kevin Royer
Chris Weigand
Brad Bryan (Solicitor)
Rita McMahon (Consultant)

Attachments:

Draft of Circulation and Facilities and Services sections
October 18, 2018 Parking Options Map
October 22, 2018 Notes from October 10, 2018 Meeting with ODOT

Consideration of Minutes:

October 22, 2018 Regular Planning Commission Meeting Minutes

Mayor Mayer made a motion to approve the Minutes for the October 22, 2018 Regular Planning Commission Meeting. That motion was seconded by Mr. Royer. All were in favor of the motion with the exception of Mr. Canda, who abstained. The motion was adopted 4 votes to 0 with one abstention.

LONG RANGE PLAN REVIEW

Discussion regarding Schedule & Zoning:

It was determined that the Commission would strive to finalize its review of the Plan in December and try to have a draft of the plan ready for public review and a public meeting sometime in January of 2019.

Based upon the recommendations to date, Ms. McMahon has some zoning legislation in mind. A discussion regarding the process for zoning ordinances in general and potential future revisions occurred. It was noted that the amendment process will typically take a minimum of three months from the time the ordinance amendments are drafted.

A discussion took place regarding zoning as it relates to conservation, recreation overlay zoning, and the golf course. Ms. McMahon and the Commission reviewed Section 1105.08 of

the Village Zoning Code. It was determined there is not much in the code regulating development of the property other than indicating it is restricted to residential use.

Mr. Canda asked if there is anything the Village could do to prevent a sale of the property. The Solicitor responded that the Village cannot prevent the property from being sold. Any property owner will need to comply with the zoning regulations that apply to the property.

Ms. Walters requested Ms. McMahon to attend the next Planning Commission Meeting on November 26, 2018 to further discuss desired zoning regulations. Ms. McMahon agreed to attend and prepare suggested code amendments based upon the discussion.

Circulation:

Section C – Circulation System

This section was revised and reviewed with the Commission by Ms. McMahon. The following topics and issues were discussed:

- Route 303 traffic slowing strategies
- Added section regarding parking in downtown area, including recommendations and effects
- Pedestrian traffic impediments
- Suggested streetscape, parking, and traffic flow changes as written in the existing LRP document
- The consensus of the Commission to have Ms. McMahon write more broad strategies going forward
- Keep investigating the Mill St. / Locust St. connector
- Pedestrian / bike traffic access from (north) Riverview to 303 prompted by Mr. Canda
- Mr. Weigand's suggestion that the Commission look at zoning for all large parcels now, not waiting until the eleventh hour when a parcel is potentially going to be sold
- Development section wording – make sure we are respecting residential areas
- Revisions to Resources and Pedestrian Movement sections
- Sidewalk System Completion section
- Ms. Walters' comments that the Circulation section needs to be better organized / consolidated to avoid random repetition. Ms. McMahon agreed this section needs a complete re-write to be better organized.

Ms. McMahon will update the Circulation Policies for the Commission's review at a future meeting.

Facilities:

Ms. McMahon reported she made significant changes to this section due to changes in National Park and Recreation standards. The Commission must decide what makes the best combination to meet the needs of our residents. The residents' needs for public parks and outdoor recreation areas are adequately served by the CVNP.

The Mayor mentioned the Woodridge School playground is open to the public after hours.

Updates to the sections pertaining to schools, fire stations, the CVNP, and Metro parks were made.

- There are no existing Village owned facilities
- School Facilities updates will include the playground and tennis court facilities
- Adjacent Community Facilities discussion and updates
- Recreation and Park Challenges section review
- Removed Facility Development, Maintenance, and Park Creation sections
- Mr. Canda recommended any new residential subdivision developments over a certain acreage include a public playground / park
- Review of Police Protection, Fire Protection, Road Maintenance, Public Water / Sewers sections
- Summary of Facilities and Services Policies review, as edited by Ms. McMahon

Future Land Use:

The Commission will discuss Future Land Use, Historic District Overlay, and proposed Conservation Easement Overlay regulations at the next Regular Planning Commission Meeting.

Ms. Walters and Mr. Canda recommended putting the section summaries at the beginning of each section.

The Mayor asked how much of Ms. McMahon's contracted time we have left. Ms. McMahon will look into it and advise the Commission at the November 26, 2018 meeting.

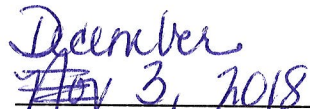
Historic District Overlay in Zoning Code: This matter will be discussed at the next meeting.

Planning and Scheduling of our Public Outreach Meetings: This matter will be discussed at the December Long Range Plan Meeting.

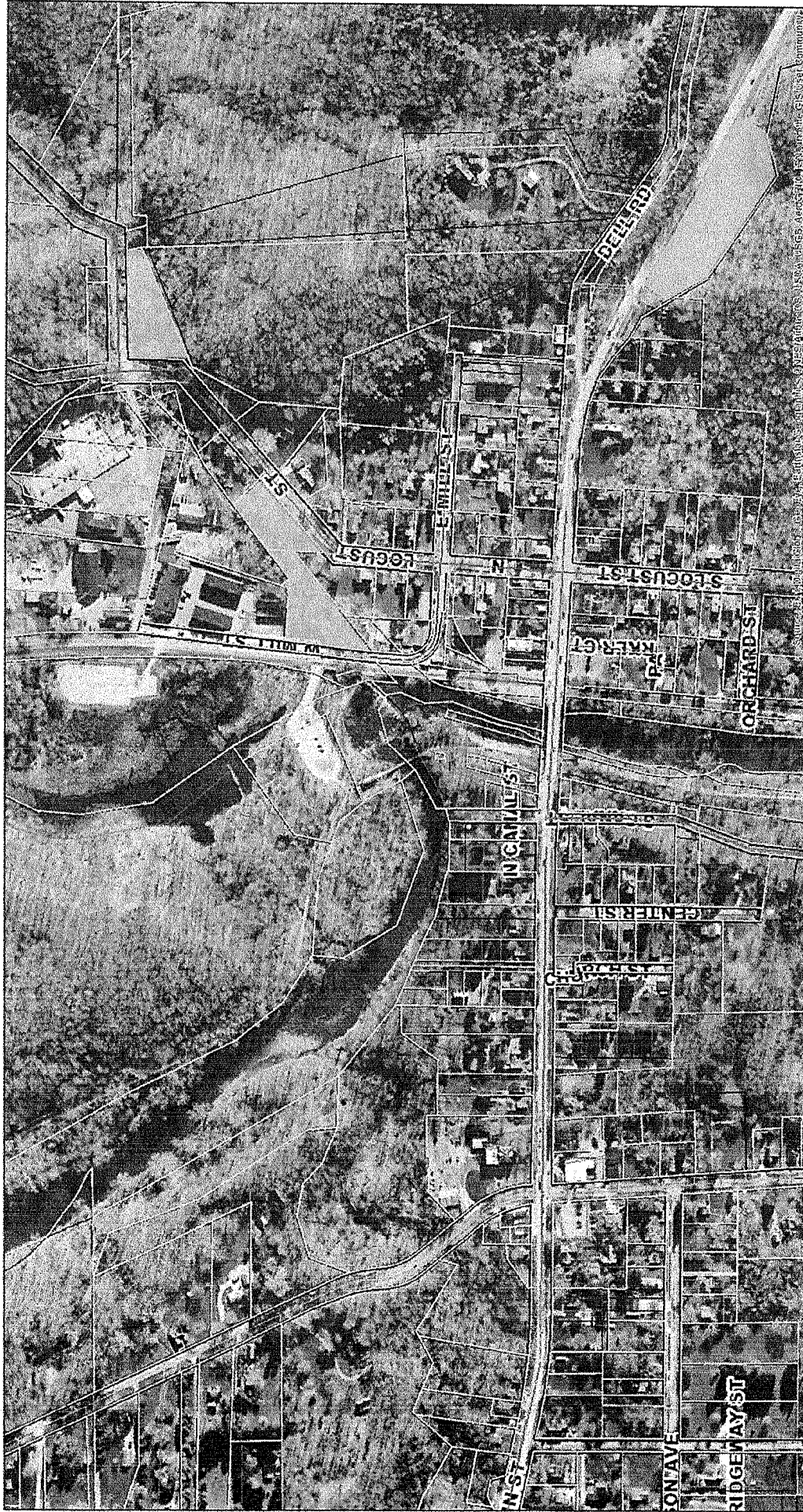
Adjournment:

A motion to adjourn was made by Mr. Weigand and seconded by Mr. Canda. All were in favor of the motion, and none were opposed. The meeting adjourned at 9:21 p.m.


Karen Walters, Chairperson


Date

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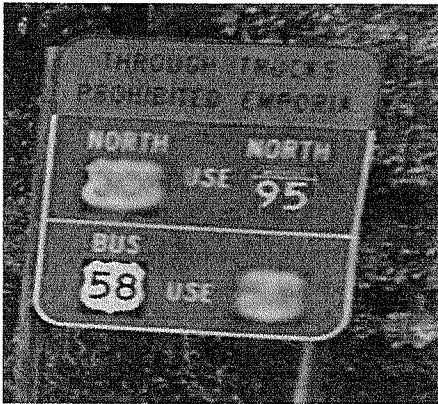
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Parking Options 10/18

Potential Parking area for the Village: I had sent info to ODOT regarding the parcel just east of Litzinger's on the south side of Rt. 303 to inquire about what appeared to be either ODOT ownership or an ODOT easement. Chris Huff and Tim Ward of ODOT have confirmed that ODOT does not own the property but does hold an easement over this large area. This easement was acquired in the 1950's by ODOT (they are not sure why) but they are willing to abandon the easement (excluding any areas where there are utilities). When ODOT releases an easement, the control goes back to the underlying property owner. The question is who actually owns the underlying property. CVNP or the Village? In 2017, I also had mentioned this property to the CVNP as a space for potential parking, assuming CVNP owned it. **Next Steps: Lisa Petit and Paul Stoehr at CVNP are currently looking into and verifying ownership of the property. Depending on outcome, we will schedule a joint meeting with ODOT, CVNP, and Village.**

I did share with CVNP that our interest is to have this area a paid parking lot. If the CVNP does own the property, I also asked ODOT to look into the possibility of maintaining their easement, and having an agreement with the Village to use the area as a paid parking lot, with permission from the CVNP. Maybe this is one option that we could all consider, especially if the underlying property is owned by the NPS. ODOT responsibility: Chris Huff and Tim Ward.



Semis on Rt. 303: Initial discussions with ODOT regarding truck traffic on Rt. 303 started in

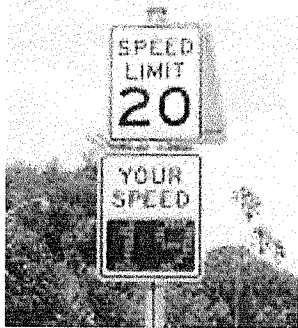
2016 with myself, Charles Uray, and ODOT. Problem is that many will use Rt. 303 as a cut through between Rt. 271 and Rt. 8 instead of proceeding to the interchange in Macedonia. **ODOT has commitment to install the signage on interstate Rt. 8 and Rt. 271 in the spring of 2019 indicating "suggested" truck routes.** Signage will indicate Trucks proceed on Rt 8 for access to Rt., and proceed on Rt. 271 for access to Rt. 8. This should help very much in pointing trucks to the Rt8/271 Macedonia interchange instead of using Rt. 303 as a cut through. ODOT responsibility: Aaron Conley

I recommend that the Village send letters to the large carriers we observe passing through town. Educating them that (1) the Village is listed on the National Historic Registry, (2) this section of Rt. 303 is passing through a National Park and Main St. of the Village, (3) this stretch of Rt. 303 is a popular bicycle route with no dedicated bike lanes and presents grave danger to cyclists, and (4)...etc. At a minimum we should appeal to companies like FedEx, UPS, and the other large transit truck companies. Regarding "old" Rt. 8, ODOT advised that if we wanted additional signs on old Rt. 8, that we should work with the County since that is their jurisdiction. ODOT responsibility: Aaron Conley.

Shared bike lanes: We discussed safety concerns for cyclists on Rt. 303 with limited space for cyclists, especially when semis are involved. I was happy to learn from ODOT that the decision of shared bike lanes on Rt. 303 is totally up to the Village. The areas where there is the most cyclists and where there is limited space to "move off the road" is between the two lights and also coming from the north on Rt. 303 up the hill. ODOT will provide signage, such as "Share the Road", for the Village to indicate the areas that have shared bike lanes. ODOT needs ~6-8 weeks lead time to get the signs. ODOT responsibility: Aaron Conley

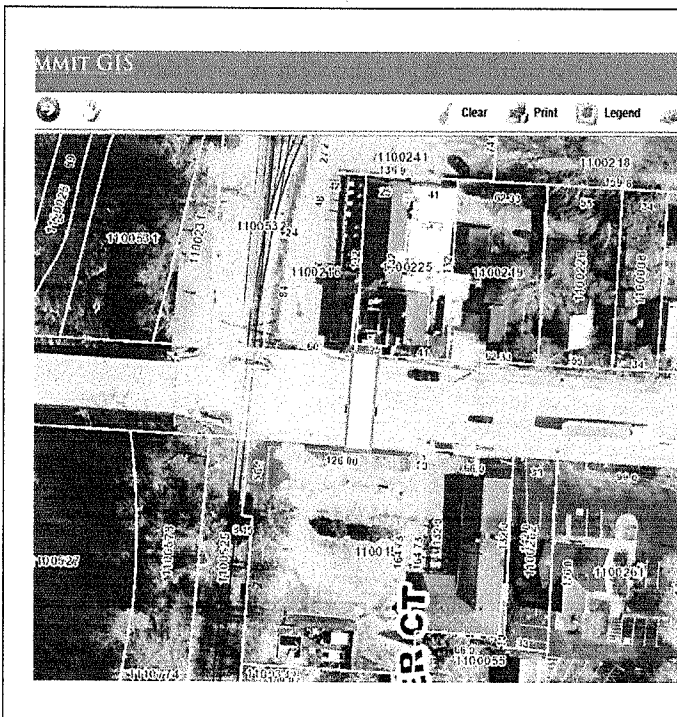


Safety concerns at Emerson and Rt.303: We discussed the safety concerns at this intersection with cars traveling from the west not slowing to the required 35mph. We discussed options of a traffic light or a flashing light. ODOT indicated that we do not meet the traffic flow requirements for a light to be installed at the intersection of Rt. 303 and Emerson. **ODOT recommends replacing the current 35mph speed sign just west of Emerson with a flashing speed sign which also has the indicator of how fast the driver is currently going.** ODOT indicated that this is the best answer to slowing traffic as they approach the residential district. ODOT also suggested that we move the yellow "road on right" sign to a distance of 100 feet from the 35mph as it is they are too close. ODOT responsibility: Dave Griffith

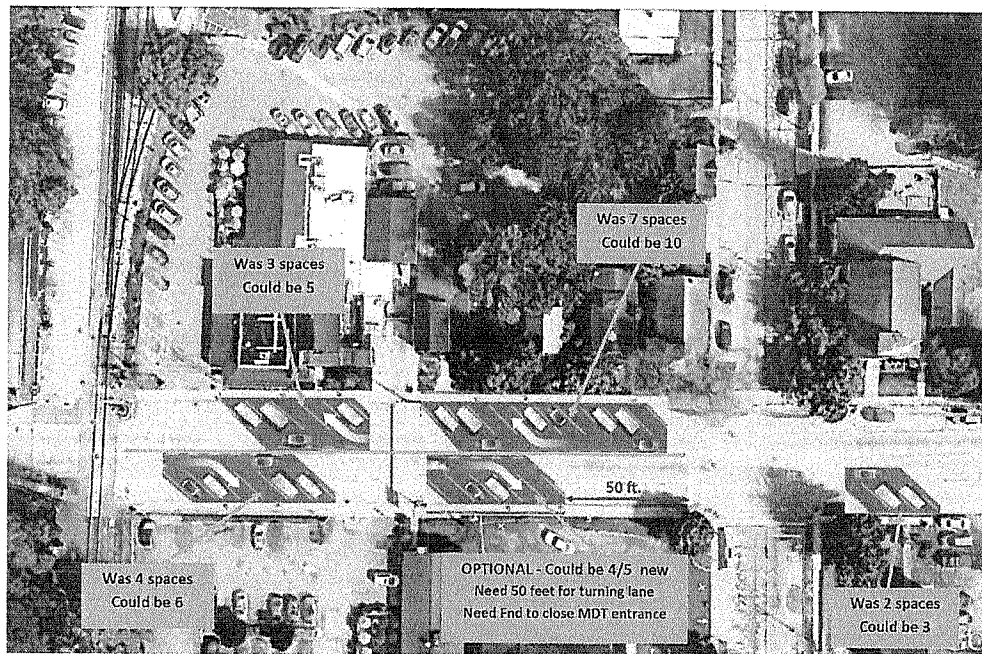


Safety concerns with the public crossing between Fishers and the Lizard:

We discussed the constant flow of pedestrians that insist on crossing arbitrarily between Fishers and the Lizard and the option of adding a cross walk in that area. ODOT does not have any limitations on crosswalks proximity to railroad tracks. The Village can add a cross walk wherever we want. But that said, there may be limitations established with CVSR or railroad safety code. We discussed an area east of the Lizard's parking area entrance that could be suitable for a crosswalk. We also discussed the novel idea of pedestrian crossing flags as are being used in other tourist communities. Again, placement of the crosswalk and whether to use pedestrian flags or flashing crosswalk indicators is up to the Village. ODOT liked the novel approach of using the pedestrian flags. ODOT responsibility: Dave Griffith or Steve Rebillot



Angle Parking: We briefly touched on angle parking like we used to have along 303 between the Akron Peninsula Rd. and the railroad tracks. Angle parking was actually in place on both sides of the road up until the 1960s. Angle parking is known as a traffic calming method and again could serve to slow down the traffic as it comes into this congested tourist area with a lot of bicycle and foot traffic. Angle parking would give the Village badly needed additional parking spots as well as the benefit of slowing traffic. Charles Uray had measured the street and, in his opinion, met the minimum width to handle angle parking on the north and south side of the street. Council did discuss angle parking in 2016 but made no progress for further consideration or recommendation to Council. ODOT is checking the street width to see if angle parking could work not just on the north side, but on the south side as well.



Reducing the speed limit on Rt. 303 to 35mph: ODOT explained that speeds on Rt. 303 are based on ORC, which considers the population of the area the roadway adjoins. As we discussed, regarding the area from the easterly Village limits into town, there never will be households on Park land so the Village could never meet that population criteria. There will never be any more "population", but there will be more tourists along that route, slowing to look at the Trapp farm, wildlife, passing bicyclers, etc. ODOT advised that in order to go above the ORC requirements, we would need to advocate to our state representative to reduce speeds on Rt. 303 that are within the CVNP or the Village of Peninsula. We also discussed extending the double yellow, no passing, lines further east along the area where the Trapp farm fields are.

Another option I had looked into, but we did not discuss is the option of the Village petitioning the state for ownership of Rt. 303 within our Village boundaries. We can best control what we own. An interesting concept that the Village should at least look into.

6. **Circulation.**

- a. Overview. Highways and rail lines move people and goods. Along with the nearby airports, these transportation systems collectively make up a vital part of the infrastructure that fuels one of the largest regional economies in the country. Even though transportation systems ~~connect~~ connect the Village to the rest of the region and even the rest of the country, the Village has limited control and jurisdiction.

The local network of streets and thoroughfares is of vital ~~importance~~ importance for the overall well-being of the Village and its residents. The most basic function of local streets is to provide a circulation system by which people and goods can move within and through the Village.

Roads and rights-of-way also provide locations for public utilities. Roads provide

~~to~~ the means by which emergency and public services are delivered to residents. Rights-of-way provide locations for landscaping and parking along commercial strips. Most important, the road system establishes the basic form and character of the Village and significantly impacts the local economy and environment.

It is important, therefore, to identify and understand deficiencies in the circulation system, and to prepare alternatives to address those deficiencies. To help better understand transportation strengths and weaknesses, the existing transportation network has been inventoried using the National Functional Classification (NFC) system to identify what agency controls them and to identify potential limitations or constraints in the Village's

transportation system.

- b. Road Classification/Jurisdiction. The Federal Highway Administration (FHWA) developed the National Functional Classification (NFC) to classify all highways, streets, and roads according to their function. This system has been in place since the 1960s and is recognized as the unofficial road classification system by transportation engineers and planners around the country. The following paragraphs list thoroughfare categories relevant to the Village.

1.i. Freeways. Freeways are the prominent road type in the NFC hierarchy and are also generally known as principal arterials and highways. Principal arterials have planned rights-of-way 120 feet or greater in width, and provide high speed, uninterrupted travel with limited access or restricted access to regionally important urban areas and amenities such as airports. They are the major source for interstate travel and fall under the Ohio Department of Transportation's (ODOT) jurisdiction.

While Interstates 77 and 271, SR 8 and the Ohio Turnpike (Interstate 80) are in

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close proximity to the Village, no freeways are located within the Village. See *Map 11 - Thoroughfare Plan* for additional information information in this regard.

11.ii. Arterials. Arterials are similar in function to freeways but they generally carry less traffic and connect to smaller urban centers. These roads are also a part of the state trunkline system. Accessibility is greater than ~~principal arterial roads~~ freeways, but stops are more frequent due to signalized intersections. Their number of lanes can vary, and in that respect they can resemble freeways or collector roads, depending upon their level of use. Arterial planned right-of-way widths ~~vary~~ vary, but can measure up to 120 feet and fall under ODOT's

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~~jurisdiction-jurisdiction.~~

Main Street (SR 303) is the only arterial located within the Village. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

Overall, the State Route system provides reasonable cross-community transportation for Village and adjacent community residents. By providing Village residents with relatively easy access to the regional highway system at various points, including SR 8 just east of the Village,

I-77 and I-271 just west of the Village, and Ohio Turnpike (I-80) exits to

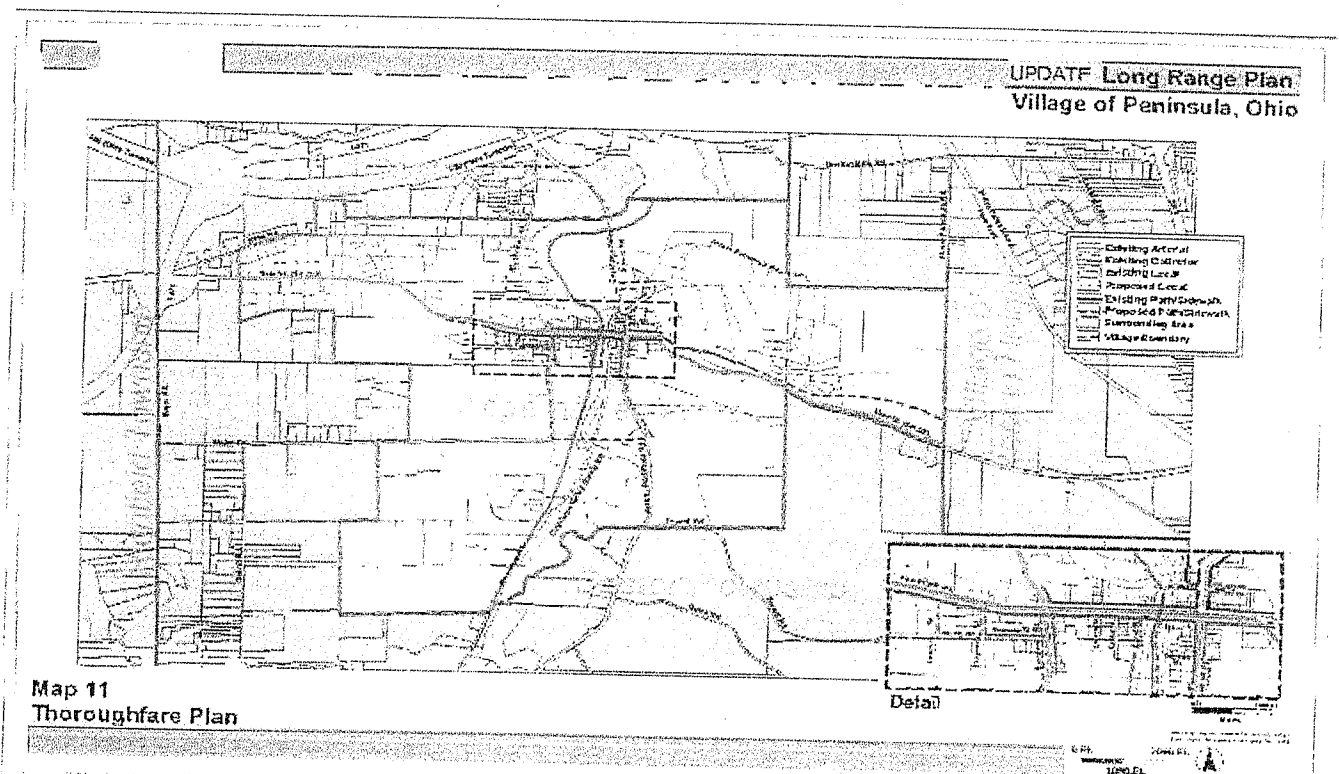
the east and west of the Village, the circulation system facilitates interaction with businesses in the Akron and Cleveland metropolitan areas.

~~111.iii.~~ Collectors. Collector roads are important intra-county travel corridors and provide service to county seats not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance. County importance. Collectors in the Village include Akron-Peninsula, Major, Stine, Riverview, and Truxell Roads. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

Collector roads were usually originally spaced at one mile intervals in communities throughout the area, but the road network in Peninsula and nearby communities varies due to topography. These roads generally link local residential roads to the freeway and arterial road networks.

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Local Roads. Local roads primarily provide direct access to abutting land and to collector roads. -Movement of ~~thru~~through traffic is usually discouraged on local roads. Local roads in the Village include streets within the center of the Village that serve residences, businesses, and industry. See *Map 11 - Thoroughfare Plan* for additional information in this regard.



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d-c. Circulation System Deficiencies. The ability of people and goods to goods to efficiently flow without unexpected stops or ~~unprecedented congestion~~ unprecedented ~~is congestion~~ is congestion is an important part of the quality of life in a community as well as a vital part of a community's economic well being and growth. However, the road system and individual roads in the Village were designed to accommodate smaller population ~~transportation~~ transportation demands. As growth and development in ~~surrounding~~ surrounding communities has continued, and tourism associated with the National Park has increased the traffic generated has taxed the local roads' ability to handle increased traffic.

In particular, the status of Main Street (SR 303) as a State Route creates the conditions of high amounts of pass-through traffic, including heavy ~~truck~~ trucks. While traffic counts may not quantify a need for action at a State or federal level, a local perception of unnecessary congestion and noise results from Main Street's State Route ~~designation~~ designation. Village officials are currently working with the State and federal governments to explore ways to control and reduce traffic in the future, including the possibility of "relocating" the State Route 303 away from Main Street, perhaps to the ~~n01th~~ north along SR 8; the Ohio Turnpike (I-80), and I-271. Such avenues, and any others that may be identified to coincide with the goal of traffic control and reduction, should be pursued, and cooperation with State and federal officials should be a Village priority in this area.

The lack of adequate parking in the center of the Village is a concern. The continued increase in tourist traffic often creates gridlock on Main Street. Tourists and residents compete for the parking spaces to access local businesses, the Cuyahoga Valley Scenic Railroad, the National Park Lock 29 and more. While the National Park has a parking lot it quickly fills up and forces visitors to compete for parking with other uses. This problem will only increase as the recreational uses on the Cuyahoga River increase. The problem with parking can also be noted by the number of signs businesses have in their parking areas indicating that the parking is for their patrons only. The Village, National Park Service and the

businesses must work together to develop a comprehensive solution to parking. Possible solutions to be considered are additional lots in outer areas that has a shuttle service, and expansion of the National Park parking area. Without a comprehensive solution the growth of local businesses could be hampered which will limit the growth of the tax base.

Other potential and future impediments include ~~a lack of adequate parking to accommodate future retail (as well as visitor and tourist) commercial uses, seasonal congestion resulting from seasonal visitor and tourist traffic, lack of complete pedestrian circulation between the center of the Village and The Quarry Quarry, Heritage Farms, Deep Lock Quarry Quarry Metro Park, and the Brandywine County Country Club, and the status of most local roads as dead-end streets.~~

The status of the local road system has important consequences in terms of the future land use plan. An inadequate road system can impact on whether the Village achieves its development goals. A discussion follows:

1. ~~—————~~ Main Street (SR 303), Main Street is an example of a road which is experiencing increasing congestion and traffic conflict. Although little development has ~~occured~~ occurred along Main Street within the Village, rapidly growing neighboring communities, nearby highway interchanges, and the presence of the National Park combine to generate a relatively high level of local traffic. At the same time, Main Street is utilized as a thoroughfare for longer through ~~trips~~ trips by vehicular traffic. As a result, conflicts have arisen between local ~~traffic~~ traffic which generates many turning movements and higher speed ~~through~~ through traffic. These conflicts will intensify if the population increases and the development of remaining parcels in the

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Village occurs. Any improvements to Main Street in the Village should be designed to help to accommodate the contrasting and conflicting needs

_____ of the road's users. Suggested improvements to Main Street would include the following:

Completion of streetscape improvements on Main Street east of the River, and on Akron-Peninsula Road south to the Brandywine Country Club property;

Installation of similar streetscape improvements on Main Street west of the River to Riverview, on Riverview Road south to Heritage Farms Farms; and on North Locust and East and West Mill Streets where practical and feasible; and

Consideration of diagonal (instead of parallel) on-street parking on Main Street and wherever else possible throughout the center of the Village, to narrow driving lanes and "calm" traffic, thereby discouraging through and ~~truck~~ truck traffic.

ii. ~~Rural and "Small Town"~~ *"Small Town" Character* - The Village should work closely with the Ohio Department of Transportation (ODOT) and the Village's own consulting engineer to ensure that any future proposed changes and improvements to Main ~~Street~~ Street and other ~~streets~~ Streets within the Village are compatible with Village goals and policies. Important to the Village is not only ~~ti-~~ traffic ~~traffic~~ safety, but also the visual character and feel of those roadways. Major widenings on collectors should be discouraged in favor of targeted ~~imp-~~ improvements that respond to specific locational needs. Such improvements would include but not be limited to intersection and signalization improvements. In addition, natural features within and adjacent to existing rights-of-way should receive consideration whenever significant improvements are proposed. Projects to consider to protect and enhance the Village's ~~rural and "small town"~~ character are as follows:

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Completion of a comprehensive Village parking plan, including cooperation with the federal government and private property owners regarding location and construction of sufficient parking to accommodate future resident and seasonal parking needs;

Abandonment and/or vacation of the unpaved portion of the South Canal Street right-of-way, and reuse as a pedestrian link between the center of the Village and Deep Lock Quarry Metro Park;

Consideration of an emergency-only connector between Church and Center Streets;—

In conjunction with future industrial area redevelopment, construction of a new street or pedestrian-only connector extending from the West Mill Street terminus east to North Locust Street terminus;

Consider the need for secondary access to the future Mixed Use area; and

Minimization of new development's and redevelopment's impacts on existing residential neighborhoods.

- ~~111~~iii. ——— *Railroad Right-Of-Way*. A subtle limitation to cross-Village access is the presence of a railroad right-of-way. With an at-grade crossing on Main Street, this forms a physical ~~ba~~¹~~tier~~ barrier that, combined with the River, separates the eastern and western portions of the Village. The only mitigating factor is the railroad right-of-way's ~~etment~~ current use for limited and seasonal recreation excursion purposes. Improvements to the railroad crossing on Main Street (such as pavement, gate, and pedestrian crossing upgrades) could, however, be ~~imp01tant~~ important in order to facilitate better traffic flow not only in the Village, but also between the Village and adjacent and nearby communities. Such ~~improvements to~~ improvements to this crossing,

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with an obvious ~~priority~~ priority of keeping it as an at-grade crossing and focusing on safety and beautification, should be encouraged by the Village. Any improvements would need to involve close coordination with both the National Park Service (as the ~~emTent~~ current railroad right-of-way owner) and the Cuyahoga Valley Scenic Railroad (as the current railroad right-of-way user).

- iv. ~~Infill~~ Infill Development - There exist opportunities within the Village for additional links to existing roadways, which could facilitate well-planned ~~planned~~ development of vacant properties. To that end, future development should access existing local streets, rather than creating new streets intersecting with existing intersecting major roads. Other areas of further study for the Village in the future would include remaining undeveloped or underdeveloped parcels fronting on Akron-Peninsula and Riverview Roads, as well as redevelopment (regardless of use) of land at the north ends of Locust and West Mill Streets in the Village's industrial area.

Future development in these and other areas will impact the Village's transportation system and should receive careful study.

- v. ~~SR 8 Improvement Project~~ - ODOT and the County of Summit Engineer (COSE) are ~~emTently~~ working jointly on a project to upgrade SR 8, a few miles east of the Village, to a limited access highway between SR 303 in Hudson/Boston Heights and I-271 in Macedonia. This project would provide a continuous limited access between Cleveland and Akron through northeast Summit County; to supplement I-77's connection on the west side of the County. Because most portions of SR 8 closest to the Village are already limited access in design, this project should have little impact on the Village, other than the potential reduction in pass-through traffic now using the Village due to congestion on SR 8 at peak hours.

Resources available to the Village include traffic count and accident data from ODOT and other sources. These reports should be monitored on a yearly basis to ~~dete1mine~~ determine the safety and total activity, primarily along Main Street, so as to advise ODOT of any

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immediate concerns.

- e.d. Resources for Road Improvements. The Village's roads are generally in good repair. Road repair should be prioritized based on condition, safety, and use. The Village should seek additional grant money beyond what is traditionally allocated to the Village for roadway improvement purposes. The Village should work with ODOT to identify areas of potential joint cooperation and benefit. Examples of such additional funding would include the following:

Issue 2 (Ohio Public Works Commission) Provides funding for a variety of local improvements.

- The Local Transportation Improvement Program (LTIP) provides funding for local roads and bridges. It is especially beneficial for joint projects with the adjacent communities of Boston Township and the Village of Boston Heights;
- Small Government Program "...provides grants and loans to villages and townships with populations in the unincorporated areas of less than 5,000 in population for local road improvements. " Source: ODOT

~~Scenic Byway (State and federal) funding for beautification and other enhancement projects;~~

ODOT State Infrastructure Bank (SIB) "... for the purpose of developing transportation facilities throughout Ohio. The State Infrastructure Bank (SIB) shall be is used as a method of funding highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life."; Source: ODOT

CDBG (County-coordinated) funding, especially for sidewalk and accessibility-related projects;

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Clean Ohio (State-administered) ~~funding for redevelopment of industrial area and related construction of new roads;~~ "Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Special emphasis was given to projects that:

- Are consistent with the statewide trail plan;
- Complete regional trail systems and links to the statewide trail plan;
- Link population centers with outdoor recreation area and facilities;
- Involve the purchase of rail lines linked to the statewide trail plan;
- Preserve natural corridors;
- Provide links in urban areas to support commuter access and provide economic benefit." Source: ODNR

Ohio Department of Development Services Roadway Development 629 Funds are available for road improvements, including design and engineering costs that support economic development and job creations. This could be used in the redevelopment of the industrial area for additional manufacturing businesses; and

~~Recreational Trails funding for nonvehicular path connections to Village facilities and recreational venues; and~~

Other available funding as identified on a project-specific basis.

The Village should work with its own consulting engineer to identify roads that

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need improving, widening and other traffic management techniques such as signalization of intersections, left and right hand turning movements, and turning restrictions. For example, busier roads planned without left hand ~~turn~~ turn lanes can create unwanted stacking in an otherwise flowing lane. It is highly possible that, even upon buildout, the ~~current~~ current two Village ~~h-traffic~~ traffic signals will be sufficient to manage Village traffic. Final resolution of this question, however, will only be able to be resolved in conjunction with thorough evaluations of future traffic patterns.

f.e. Pedestrian Movement. The need for pedestrian circulation and bikeway facilities increases as the ~~population grows~~ community continues to be a tourist locations. More residents, more businesses, more tourists, and any combination of the above will lead to more traffic, and a well developed pedestrian transportation ~~h-transportation~~ system is paramount for pedestrian safety. In the future, ~~constructing~~ constructing pathways on ~~ce1tain~~ certain roads to accommodate ~~nonmotorized~~ nonmotorized traffic, particularly bicyclists, may be ~~necessai~~ necessary. This is of ~~primaty~~ primary concern along major roadways and could be in addition to or instead of the Village's existing network of sidewalks. Other alternatives for facilities for pedestrians and bicyclists include conventional sidewalks, paved shoulders dedicated and marked for bicycle use and separate bicycle pathways next to the road. Linking a ~~pedeshian~~ pedestrian circulation system to Heritage ~~Farms~~ Farms, The ~~Quany~~ Quarry, Deep Lock Quarry Metro Park, and Brandywine ~~County~~ Country Club, will help provide recreational opportunities for Village residents.

A linked and useful pedestrian circulation system - including sidewalks where

appropriate - should be required in conjunction with development and redevelopment. The Village should continue its existing involvement in the installation of sidewalks where it can provide elimination of pedestrian/vehicle conflicts, linkages to key centers of community activity, and/or linkages in areas where a

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pedestrian circulation system has been installed.

Priorities for installation of pedestrian circulation facilities in the Village of Peninsula should include the following:

Completing the Sidewalk System along local roads ~~where they~~ where they may ~~currently~~ currently exist nearby or could exist to connect missing links, and where rights-of-way permit ~~their construction~~ construction;

Extending Pedestrian System along Main Street (SR 303), Akron-Peninsula and Riverview Roads, as well as the unpaved portion of South Canal Street, to supplement the existing network of sidewalks that already exists in many parts of the Village, with a priority on providing links between the center of the Village and Heritage ~~Farms~~ Farms, The ~~Quarry~~ Quarry-, Deep Lock ~~Quarry~~ Quarry Metro Park, and Brandywine ~~County~~ Country Club;

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Cooperation and Support as it relates to the federal government's efforts to create the Gateway Path, extending east of the Village to the Metro Parks Bike & Hike Trail in the Village of Boston Heights, and exploration of the feasibility of an east-west pedestrian connector between Deep Lock ~~Quany~~ Quarry Metro Park and the Brandywine ~~Count1y~~ Country Club property; and

Requiring Side-walks and Pathways within new developments, as well as redevelopment of existing properties, to link to the rest of the Village's pedestrian circulation system.

See ~~Map 11 - Thoroughfare~~ Thoroughfare Plan for additional ~~info1mation~~ information in this regard. The Village should also strive for coordination with the following:

~~Summit County Trail and Greenway:~~ _____

Summit County Trails Plan (Metro Parks, Serving Summit County). This Plan, ~~prepared and adopted in 2001, breaks the County into several "regions".~~ The Village of Peninsula is included, along with the Cuyahoga Falls, Tallmadge, and Munroe Falls, in Region 6 ~~Cuyahoga River Region.~~ Items of relevance to the Village in this Plan include trails along Major and Akron Peninsula Roads, to connect to the Towpath Trail, as well as wayfinding improvements within the downtown business district in the center of the Village. identified trail facilities and establishes a vision for a network of open space and linking natural and cultural resources. The Towpath Trail is considered the spine of that plan. The plan, managed by the Ohio & Erie Canalway Coalition, indicates additional off-road trails to the east of the Village are proposed. It also recognized the Cuyahoga River as a critical water trail encouraging the growth of water related activites. See Map 11 - Thoroughfare Plan for additional info1mation in this regard.

Statewide Ohio Trails Plan (Ohio Department of Natural Resources). This ambitious Plan, currently ~~being updated in draft fo1m as an update to an existing older document,~~ is seeks to develop an inventory

*

of National, State, Regional, and County trails and set standards and guidelines for filling in gaps and providing linkages. Items of nearest relevance to the Village in this Plan include the Ohio to Erie Trail (including the Towpath Trail in and beyond the Cuyahoga Valley National Park) and the Western Reserve Bike and Hike Trail east of the Village.

Cuyahoga Valley National Park External Trail Plan (National Park Service). This Plan recommends several links between the Village, the Park, and surrounding communities. This plan focuses on Class I (completely off-road) trails, rather than Class II (bike lane on vehicular road) or Class III (bike signs on vehicular roads) trails as recommended by other Plans mentioned above. The only trail currently under active consideration by the National Park Service is the "Gateway Trail, which could link the SR 8 Metro Parks trailhead at SR 303 to the Towpath in

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~~Peninsula. Right-of-way acquisition for this trail through the Village has not yet been determined. Village recommendations to this end should be incorporated into this Plan where appropriate.~~

g- Public Transportation. Summit County residents are served by Metro Regional Transit Authority (METRO), which links various areas throughout Summit County to Akron. METRO receives Federal and State funding, which is supplemented by a 1/42% sales tax on ~~Summit~~ Summit County residents. The original ¼% sales tax was approved in 1990, the addition ¼% was approved by voters in 2008. No METRO routes travel directly through the Village of Peninsula, but two METRO routes do pass through communities to the east and west of the Village.

METRO's Route #102 (Boston Heights/Northfield) travels along SR 8 from the Rocksino to SR 82 E. Aurora Rd to Chamberlin to Highland through the Village of Boston Heights, stopping at the Holiday Inn Hudson Park & Ride at Hines Hill Road, before returning the SR 8, approximately five miles northeast of the Village.

METRO's Route #101 (Richfield/Bath) travels along Brecksville and Cleveland-Massillon Roads in the Village of Richfield, stopping at their intersection with SR 303, approximately five miles west of the Village.

If the Village were to experience population growth and/or focus on economic development, some review of METRO's route system could be encouraged to better accommodate the Village.

In addition to METRO's route system, METRO's SCAT service provides transportation services for residents throughout the County

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who qualify by way of age or disability.

h. Air Transportation. Though the Village lacks scheduled air transportation service within its borders, local residents are fortunate to have two airports in the ~~smrrounding~~ surrounding area that do. Cleveland Hopkins International Airport to the ~~—northwest is a main hub for Continental Airlines,~~ and Akron-Canton Regional ~~—~~
~~—~~
~~—~~ Airport in Green to the south provides commercial, connecting, and commuter
~~—~~ flights and functions as a reliever airport for Hopkins. Other general aviation airports exist nearby including the Akron Executive Airport in Akron and the Kent State University Airport in Kent/Stow.

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~~i.~~7. Summary: Circulation Policies.

- ~~4.~~i. Complete streetscape improvements on Main Street east of the River, and on Akron-Peninsula Road south to the Brandywine Country Club property, and install streetscape improvements on Main Street west of the River to Riverview Road, on Riverview Road south to Heritage ~~Farms~~ Farms; and on North Locust and East and West Mill Streets where practical and feasible.
- ii. ~~11.~~ Consider diagonal (instead of parallel) on-street parking on Main Street and elsewhere throughout the center of the Village, to ~~narrow~~ narrow driving lanes and "calm" traffic, thereby discouraging through and ~~huck-truck~~ truck traffic.
- iii. ~~111.~~ In consultation with the federal government and private property owners, undertake a comprehensive Village parking plan, to identify sufficient parking to accommodate future resident and seasonal parking needs.
- iv. ~~1v.~~ Consider establishment of a pedestrian and non-motorized vehicular link between the center of the Village, the Towpath, and Deep Lock ~~Quarry~~ Quarry Metro Park along the unpaved portion of the existing South Canal ~~Street-Street~~ right-of-way.
- v. ~~v.~~ ~~Consider construction~~ construction of an emergency-only connector between Church and Center Streets.
- vi. ~~v1.~~ In conjunction with redevelopment of the Village's industrial area, consider ~~construction~~ construction of new streets extending between the West Mill and North Locust Street ~~to~~ mini-termini.

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vii. ~~vii.~~ Consider the need for ~~secondarily~~secondary access to the future Mixed Use area.

viii. Minimize the impact of new development and redevelopment on existing residential neighborhoods.

ix. Pursue pavement, gate, and pedestrian crossing upgrades to the railroad crossing at Main Street (SR 303) in cooperation with the federal government and the Cuyahoga Valley Scenic Railroad.

~~—Complete the sidewalk system, and extend the pedestrian system between~~
~~between en the center of the Village and Heritage Farms, The Quarry~~
~~Quarry, Deep Lock Quarry Quarry Metro Park, and Brandywine County Club.~~

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x. _____

xi. ~~x1.~~ _____ Cooperate with the federal government's efforts to create the Gateway Path and other trails; and work with Metro Parks Serving Summit County to explore the feasibility of an east-west pedestrian connector between Deep Lock ~~Quarry~~ Quarry Metro Park and the Brandywine Country Club.

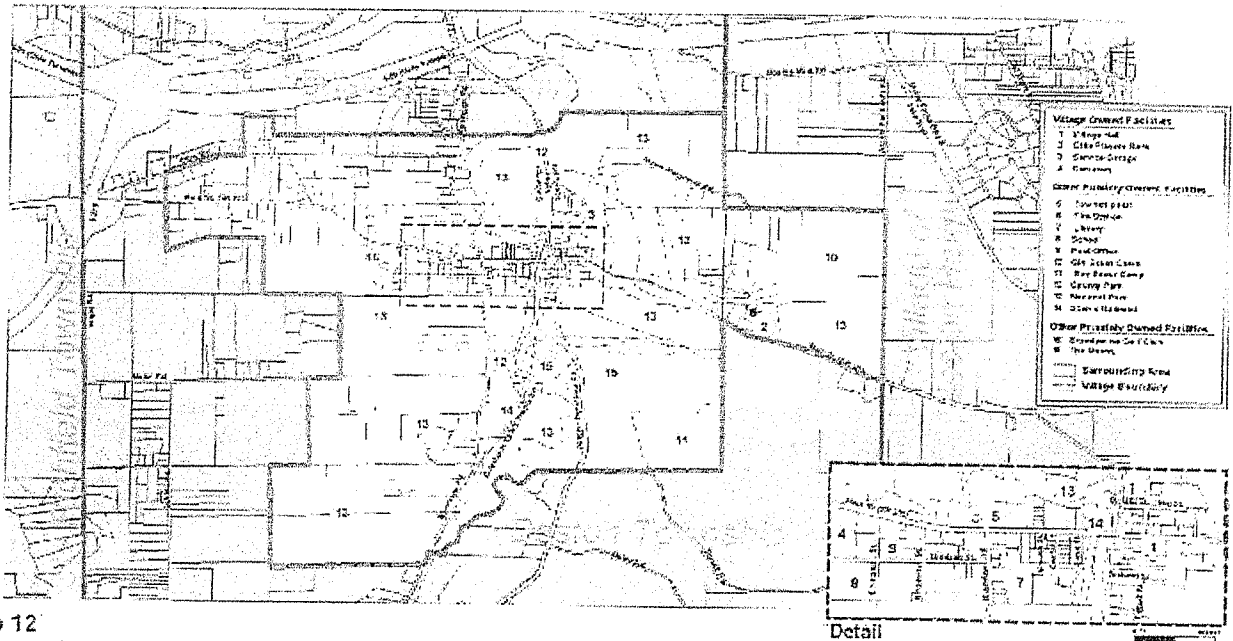
7. Facilities and Services.

a. Overview. Local recreational and community facilities were inventoried during site visits and by compiling data from telephone interviews. The inventory consists to create of a compilation of parks and other community facilities found in the Village and surrounding surrounding region. The inventory has not changed significantly since the 2003 Long Range Plan with two exceptions; the Woodridge Intermediate School was sold to Heritage Classical Academy, a private school for children in Kindergarten through eighth grade; the Village's Fire station, provided by the Valley Fire District, is located in a new facility just to the east of the center of the Village. The inventory is then used to provide an assessment of the Village's facilities compared with state and national standards.

a. _____

Community facilities exist for the benefit of the citizens of the Village. The region's fire and police stations, schools, parks, and various community facilities provide residents with access to services and recreational opportunities. See *Map 12 - Community Facilities* for additional information in this regard.

UPDATE Long Range Plan
Village of Peninsula, Ohio



Map 12
Community Facilities

- b. Existing Regional Recreation Facilities. The Village of Peninsula is literally 1 surrounded by tens of thousands of acres of park and recreation land. The Village sits within or near to National, State, and County - as well as a number of private - recreational facilities. These facilities offer various types of recreation and programming. Activities include but are not limited to downhill and cross ~~country~~country skiing, ice skating, sledding, fishing, hiking, horseback riding, walking, nature interpretation, picnicking, boating, kayaking and swimming. Many recreational classes are offered, including, but not limited to crafts, nature and recreation are

available to the public free of charge. Some facilities have cabins and meeting rooms that can be rented by the day.

1. _____ The Cuyahoga Valley National Park (CVNP), ~~sur-~~
~~rounding~~ surrounding the Village and encompassing roughly half of the
land area of the Village, flanks the Cuyahoga River and extends
between Cleveland and Akron. The CVNP measures nearly 33,000
acres (more than 60 square miles) in gross area, including nearly
20,000 acres (more than 35 square miles) under Federal ownership.
This sprawling park includes biking, hiking, picnicking, winter sports,
golf, fishing and nature programs. The CVNP website
(www.nps.gov/cuva) lists all improvements and amenities in and near
the park.

11. _____ Tinker's Creek State Nature Preserve (and the adjacent Tinker's
Creek State Park) and Portage Lakes State Park are located in the
northeastern and southern areas of the County, respectively, and do
not directly impact or relate to the Village.

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~~111.~~ Deep Lock Quarry Metro Park is located along the east side of Riverview Road, adjacent to the Cuyahoga River, near the Village's southern boundary. This Park preserves the land surrounding the lock along the Ohio and Erie Canal that raised and lowered boats the greatest depth of any other lock on the Canal. Today the site is heavily vegetated and includes trails, a ~~quarry~~ quarry trail, and a ~~portion~~ portion of the Towpath Trail. It also has a large ~~Metro Parks' ctment plans for Deep Lock Quarry Metro Park include~~ paved ~~ing the~~

parking lot and ~~building~~ a hike/bike access trail from the ~~1st~~ Towpath to the Park. Metro Parks, Serving Summit County (Metro Parks) is an important

source of recreation in the region. The Metro Parks website (www.neo-rr.com/rnetroparks), (Summitmetroparks.org) includes a summary of the organization's history and ~~propeties~~ rties. Metro Parks is financed by a real estate tax levy, which voters are periodically asked to approve, as well as the income earned from revenue-producing facilities.

Other nearby Metro Parks properties include the ~~Western Reserve Bike & Hike Trail~~ in Boston Heights to the ~~no1rth~~ north and east, Furnace Run in Richfield to the west, and O'Neil Woods and Hampton Hills in Cuyahoga Falls to the south.

- c. Existing Village Recreation Facilities. The Village ~~does not ctmently~~ currently owns and maintains ~~neany~~ many parks. Much of the recreational services and activities available to Village residents are provided by other communities, the national and regional parks or private entities, ~~with a complete invento1y of Village park and recreation facilities located in Table 21.~~
- d. Other Public Recreation Facilities. Other public facilities are available - in ~~vaiying~~ varying degrees - to Village residents, whether

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by virtue of meeting residency requirements or simple proximity.

1j. _____ School Facilities. The Woodridge Local School District, ~~through not only the Woodridge Intermediate School located in the Village, but also~~ has various ~~through its other facilities located throughout~~ throughout the School District, is also a provider of recreation services for Village residents. Although these facilities are designed to meet the needs of school children and are located outside of the Village, many of these facilities are made available to residents, including Village residents, at nights and weekends. The Intermediate School property on Bronson Street was sold to a private educational institution and therefore the facilities previously available at that site are no longer publicly owned.

~~includes three tennis courts and two baseball/softball fields, which can be alternately used as one football or soccer field. Also, the School District recently prepared a Master Plan for a Sports Complex to service the School District and its communities.~~

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- ii. ~~_____~~ Adjacent Community Facilities. Many adjacent communities have a variety of parks and recreation facilities that are open and available to the public. ~~Most recently, Richfield Village, and Richfield Township, Bath Township, Copley Township, and the City of Fairlawn have undertaken a survey to investigate the feasibility of~~ have a joint recreational district to provide recreational opportunities between those communities west of the Village to the area. In addition, the City of Cuyahoga Falls to the south has numerous recreational facilities and a state of the art will soon commence construction of a new multimillion dollar Natatorium that are available to non-residents, to replace its cmTent 20-year old smaller recreation facility.
- e. ~~_____~~ Private Recreation Facilities. In addition to public facilities available for use of all Village residents, several private facilities exist and provide a variety of
- e. ~~_____~~ services to their respective memberships.
- ~~ii.i.~~ Brandywine Golf Club is located on several hundred acres along Akron- Peninsula Road in the Village. This property includes an 18-hole golf course, as well as a 9-hole par three course. The facility is privately owned, but open to the general public.
- ~~ii.ii.~~ The Quarry is located on a portion of the Bishop property on the south side of Main Street (SR# 303), west of Riverview Road. The Quarry offers seasonal memberships ~~to residents of the Village and surrounding~~ surrounding areas, is maintained by a private association, and offers swimming in an abandoned quarry filled with water.
- f. ~~_____~~ Existing Recreation Facility Analysis. ~~Generally accepted recreational facility standards have been set by the National Recreation and Parks Association (NRPA).~~ no longer publishes a set of standards for

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various facility types based strictly on a community population. The 2003 Long Range Plan used the NRPA's old standards to provide a baseline to determine the need for recreational facilities in each the community. Recreation facilities serving residents are compared to the NRPA standards in Table 21. These comparisons provide a general idea of deficiencies, but they are not intended to be followed to the letter. Since the needs of the population vary from one community to the next, the NRPA recommends a more comprehensive evaluation of area facilities and services rather than a simple comparison to a standards table. That evaluation is beyond the scope of this Long Range Plan Update. However, a review of the information previously presented could lead to the conclusion that the Village is well served by numerous recreational options.

£ For planning and management purposes, recreation professionals classify park and recreation facilities based on the type of facility and expected usage. It is important to note as an introductory comment that, due to the size of the Village, the function of Mini-Parks and Neighborhood Parks could be interpreted as being interchangeable in the Village. Also, the population or "community" that frequents Village recreation facilities includes not only Village, but also surrounding Boston Township residents. Frequently, a six-tier classification system for parks is used, as described below:

1.1. Mini-Parks. Mini-Parks are small, specialized parks, usually less than an acre in size, that serve the needs of residents in the surrounding

neighborhood. A mini-park may serve a limited population or specific group such as tots or senior citizens. The gazebo and the grounds of the Peninsula Library could be considered this type of park.

Village of Peninsula Facilities. None, although the gazebo and the grounds of the Peninsula Library and Historical Society could be

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~~considered as suited to meet this need.~~

~~*Recommendations.* The NRPA recommends 0.25 to 0.50 acres of mini-park per 1,000 residents. One such park would suit Village needs for the foreseeable future.~~

~~11.ii.~~ ————— Neighborhood Parks. Neighborhood parks are typically multi purpose facilities that provide areas for intensive recreation activities, such as field games, court games, crafts, playgrounds, skating, picnicking, etc. Neighborhood parks are generally 15 acres or more in size and serve a population up to 5,000 residents located within 1/4 to 1/2 mile radius from the neighborhood they serve.

~~*Village of Peninsula Facilities.* None, although land surrounding the School located in the Village could be considered as suited to meet this need.~~

~~*Recommendations.* One to two acres of neighborhood parks are recommended per 1,000 residents. One such park suit Village needs for the foreseeable future. Neighborhood and mini-park needs could be met by the same facility.~~

~~11.iii.~~ ————— Community Parks. Community parks typically contain recreation facilities to meet the diverse needs of residents from several neighborhoods. Community parks may include areas for intense recreation facilities, such as athletic complexes and swimming pools. These parks usually contain other facilities not commonly found in neighborhood parks, such as nature areas, picnic pavilions, lighted ball fields, and concession facilities.

~~*Village of Peninsula Facilities.* None.~~

~~*Recommendations.* The NRPA's standard requirement for community parks is five to eight acres per 1,000 residents. One such park would suit Village needs for the foreseeable future.~~

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iv. ~~iv.~~ _____ Regional/Metropolitan Parks. Regional parks are typically located on _____

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sites with unique natural features that are particularly suited for outdoor recreation, such as viewing and studying nature, wildlife habitats, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail use. Many also include active play areas. The Village is surrounded by an abundance of these types of facilities such as the Deep Lock Quarry Park and the Cuyahoga Valley National Park.

~~Village of Peninsula Facilities. The Village of Peninsula is surrounded by an abundance of regional facilities, including National, State, and County facilities and property.~~

~~Recommendations. Regional parks typically serve several communities within a one hour drive. The Village is obviously the focal point of a massive regional park facility that serves the needs of a large population, as well as a large metropolitan park that serves residents from throughout the County. No additional facilities are recommended, nor should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.~~

v. Special Use/Conservancy Parks. Special use recreation facilities are typically single-purpose recreation facilities, such as golf courses, nature centers, outdoor theaters, interpretative centers, or facilities for the preservation or maintenance of the natural or cultural environment. Protection and management of the natural/cultural environment may be the primary focus with recreation use as a secondary focus. There are several such facilities surrounding the Village.

v. —

~~Village of Peninsula Facilities. The regional/metropolitan parks discussed above provide a variety of special use/conservancy areas.~~

~~Recommendations. No additional facilities are recommended, nor~~

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~~should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.~~

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v1j. ————— Passive Parks. The primary purpose of passive areas is to provide relief from highly developed residential and commercial neighborhoods.

Facilities may include sitting areas and other pedestrian amenities, landscaping, monuments and fountains, and historical features.

~~Village of Peninsula Facilities.~~ The regional/metropolitan parks discussed above provide a variety of passive park areas.

~~Recommendations.~~ No additional facilities are recommended, nor should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.

vii11. ————— Linear Parks. A linear park is any area developed for one or more modes of recreation travel, such as hiking, bicycling, snowmobiling, cross-country skiing, canoeing, horseback riding, and pleasure driving. Built along natural ~~e01Tiders~~ corridors, such as utility rights-of-way, abandoned railroad easements, bluff lines, vegetation patterns, and roads that link other components of the recreation system or community facilities, such as schools, libraries, commercial areas, and other park areas and desirable site characteristics may be developed into linear parks.

~~Village of Peninsula Facilities.~~ Both the Towpath Trail, Cuyahoga River and the Cuyahoga Valley Scenic Railroad, are considered to be linear parks.

~~Recommendations.~~ Potential development of non-motorized trails and paths within the Village exist within existing rights-of-way. These should be considered to provide residents with local opportunities to and beyond those available in regional and metropolitan parks in and around the Village. The Village should give consideration to the establishment of pedestrian and non-

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motorized vehicle links (trails and paths) between the center of the Village and Heritage Farms, The Quarry, Deep Lock Quality Metro Park, and Brandywine County Club. Specific areas for such links have been identified under Circulation, above.

Table 21 summarizes recreation and park facilities in the Village, compares them to established ODNR/NRPA standards, and notes where surplus and deficiency situations exist.

Table 21

Recreation Facilities Evaluation - Village of Peninsula

Recomm.	Existing	Existing	Total Facility	Type	Stds. ¹	Village
School Existing						
(unit)/pop.	Facilities	Facilities	Facilities			
Basketball Cts. ² (#)	1/5,000	0	0	Tennis Courts (#)	1/2,000	3
Volleyball Courts (#)	1/5,000	0	0			
Baseball Fields (#)	1/5,000	0	0			
Baseball w/lts. (#)	1/30,000	0	2			
Softball Fields (#)	1/5,000	0	2			
Football Fields (#)	1/20,000	0	1			
Soccer Fields (#)	1/10,000	0	1			
Golf Courses ³ (9 h)	1/25,000	1	0			
Golf Courses ³ (18 h)	1/50,000	1	0			
Driving Range (#)	1/50,000	0	0			
Swim. Pool/In. ² (#)	1/20,000	0	0			
Swim. Pool/Out. ³ (#)	1/40,000	1	0			
Ice Rink/In. (#)	1/50,000	0	0			
Ice Rink/Out. (#)	1/20,000	0	0			
Archery Range (#)	1/50,000	0	0			
Run. Track (1/4 mi.)	1/20,000	0	0			
Playgrounds (#)	1/3,000	0	0			
Picnic Areas (#)	none	n/a ⁴	0	CC Ski Trails (mi.)	1/10,000	n/a ⁴
	0	n/a ⁴				
Nature Trails ⁴ (mi.)	1/20,000	n/a ⁴	0	Sledding Hills (#)	1/40,000	n/a ⁴
	n/a ⁴					
Bicycle Trails (mi.)	1/40,000	n/a ⁴	0			
Horse Trails (mi.)	1/50,000	n/a ⁴	0	Mini Parks (ac.)	0.25/1,000	
n/a	n/a	0 ac.	Neighb. Parks (ac.)	1.0/1,000	n/a	0 ac.
	n/a	n/a	0 ac.			
Regional Parks (ac.)	5.0/1,000	n/a ⁴	0			
Social U. Parks (ac.)	varies	n/a ⁴	0	Linear Parks (ac.)	varies	n/a ⁴

Source: McKenna Survey, 8/02

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Footnotes to *Table 21*:

~~Recommended unit of each facility per unit of population (NRPA).~~

~~² 2 backboards considered equal to one court for purposes of this analysis.~~

~~³ Includes privately owned facilities.~~

~~⁴ Satisfied by regional facilities.~~

- g. Recreation and Park Facility Deficiencies and Recommendations. Challenges Table 21 compares the existing community park land and recreation facility acreage to recommended standards, based on current population. The raw numbers do not address the geographic distribution or quality of existing parks and recreation facilities. Additional deficiencies or limitations are apparent because of location, accessibility, maintenance, level of development and individual size of existing park lands. The Village does not maintain its own recreational facilities' or activities. This is not unusual for a community of its size. Since the community is relying on private resources or the use of facilities from other communities it does present some challenges.

These include the following:

- i.1. Reliance on School Sites. Historically, the Village relied on presence of the Woodridge Intermediate School to provide opens space and some play equipment for the community. The sale of the property to a private school has moved that site from a public facility to a private one thus reducing the access to the opens space and play equipment. Problems include limitations associated with utilizing the school sites due to the facilities being available first to school athletic teams and scheduled programs, with the general public on a request basis second in consideration.

- ii.11. Facility Ownership. The Library, School facilities,

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the Girl Scout Camp, and other park facilities are not owned or controlled by the Village. While this fact could be seen as a negative by the Village, the Village could alternately participate formally and actively in whatever process decides programs and events to be offered at these facilities in the future, to assure consistency with goals of this Long Range Plan.

~~iii.111.~~ *Barrier-Free Facilities*. All play equipment at park and recreation sites

should be accessible to children with disabilities. Modern equipment with transfer points and ramps, resilient surfacing, and accessible pathways are required to ensure "integrated play" by all residents of the Village.

~~iv.111.~~ *IV. Program Offerings*. The function of a Village recreation department or organization is performed by a combination of School District and private Recreation League programming. This is not surprising, however, due to the small size of the Village. ~~Program deficiencies will continue to remain in the Village, with the exception of any available programs held in adjacent communities or in private facilities. The Village should periodically~~ evaluate whether this arrangement is meeting the needs and desires of the residents. Opportunities for joint ~~cooperation~~ cooperation should be explored.

- ~~v. Facility Development. Future parksites should be identified in areas where significant development is anticipated.~~
- vi. Administration. Areas for joint cooperation and administration among the Village, adjacent communities, and the School District should be explored, including the possibility of a joint authority.
- ~~vi1. Maintenance. Maintenance programs must be set up and continued, to ensure upkeep of existing and new equipment and facilities. These should be cooperative if the affected facilities are owned by other entities, such as the tennis courts on the School property.~~
- vi11. Open Space. Protection of open space is important for the ecosystem and natural habitat. Although the Village includes and is ~~st~~ounded ~~surrounded~~ by an astounding amount of permanent open space, this should be factored into future land use planning and decision-making when considering future proposed development and redevelopment.
- ~~1vii.x~~ Current Availability of Privately Owned Facilities. In addition to the publicly owned facilities mentioned, the Brandywine Country Club and The Quarry are privately owned facilities that offer an additional range of recreational opportunities. Preserving the recreational nature of these facilities may be consistent with the Village's mission and goals, but may require Village involvement in order to occur. See 9, g, v, above for additional information in this regard.

~~Mini Park Needs. One mini park, approximately 0.25 acres in area, was identified as desirable in the Village. Cooperation with the Library regarding site improvements and access could serve to meet this need adequately.~~

~~x1. Neighborhood Park Needs. One neighborhood park, approximately 1.00 acre in area, was identified as desirable in the Village. See comments regarding the Library property in 9, g, x, above for additional information in this regard.~~

~~x11. Community Park Needs. One community park, approximately 5.00 acres in area, was identified as desirable in the Village. This need should be factored into future land use planning and decision making.~~

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~~Table 21 compares facilities available to recommended standards, based on a current population of 602. Although some deficiencies may be addressed by recreation resources in adjacent communities or by regional parks, future provision of these facilities within the Village should be considered.~~

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If the community demands additional recreational activities a continuously updated Recreation Master Plan would help the Village to set recreation priorities, identify potential potential funding sources, and focus attention to recreational facilities with the greatest needs. Consideration of participating in a joint effort with the surrounding communities could be explored.

- h. Public Schools. As noted previously, the Village is served by Woodridge Local School District. This District mostly covers areas outside of the Village, in adjacent communities including Boston Township and portions of the City of Cuyahoga Falls. The Woodridge Local School District has a total of four three facilities, including an Elementary - Primary School, Intermediate School, Middle School, and High School. With the recent construction of a new Middle School no school facilities are located in the Village. Of the School District's four school facilities, only the Woodridge-Intermediate School is located in the Village.

- h. School enrollment will continue to increase as residential development continues within the School District. The Village will need to work with the School District regarding accommodation of possible new or expanded facilities for future School District growth, based on population projections and increased housing starts.
Cooperative discussions with the School District should be initiated, so that School District officials are aware of growth and other community issues, and so that the Village may learn of any School District priorities and needs.

- i. Public Facilities. The Village's community facilities are the structures structures and lands, public and semi-public, which provide the support services for the citizens and the Village. In addition to the recreation facilities noted previously, Village- owned facilities in the Village include Village Hall, the Village Service Garage, and the Olde Players Barn.

Peninsula Village Hall is located at 1582 Main Street, at the

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southeast corner of the intersection of Main Street (SR 303) and Akron-Peninsula Road. The Hall includes offices for the Village Administration (Mayor and Clerk), as well as the Village Police Station.

The Village Service Garage is located on North Locust Street, near its current terminus, and serves current Village needs adequately. Options for relocation of this facility should be explored in the future in conjunction with redevelopment of the Village's industrial area.

The Olde Players Barn is located on 1039 West Streetsboro Road (Main Street),

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on the east side of the Village. This site includes a barn converted into a local theater through addition of a stage house at its eastern end. The Village owns the property, and it ~~currently~~currently rents the property to a private business. The site includes the building, gravel parking area, and considerable vacant land. The Village should undertake a careful review of this asset, including its reuse capabilities (public or private), desired ownership and use scenarios, and its possible sale. Since the property is located within CVNP statutory boundaries, coordination with the federal government in this regard should take place:

I. Services.

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Police Protection. The Village has its own Police Department, which ~~has in the past provided~~ but does not ~~currently provide~~ provides - police protection to Boston Township as well as the Village. The Village Police Department operates from a single station in Village Hall.

ii. Fire Protection. The Village (along with Boston Township and Boston Heights) is part of the Valley Fire District, which operates from two stations one inside the Village and the other outside of the Village. Since the 2003 Long Range Plan, a new station was constructed on Dogwood Drive off of SR 303 just east of the center of the Village ~~a single station in a building attached to Boston Township Hall, at the intersection of Main Street and Riverview Roads.~~

iii. Road Maintenance. Public roads within the Village are maintained by the State (SR 303) and the Village (all remaining public). In addition, a few small private roads are located in the Village, some as extensions off public roads, and some as isolated cul-de-sacs. Village Road equipment is stored in the Village Service Garage on ~~North~~ Locust Street.

iv. Public Water/Sanitary Sewers. No municipally owned water or sewer service is ~~currently available~~ currently available in the Village, but a feasibility study for the possible extension of such sewer services has been conducted and is under consideration by the Village. ~~is currently pending. The study should focus on ways to implement the policies of this Long Range Plan.~~

Land use planning decisions can be supported - or undermined - by decisions made on the provision of public water and especially sanitary ~~sanitary~~ sewer services. If ~~any Village~~ any Village areas are to be served by such services in the future, the goals and policies of this Long Range Plan must be adhered to in deciding not only where to provide service and what level of service to provide to which areas, but also - and possibly more importantly -

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where ~~not~~ to provide service. Such decisions, if not ~~closely~~
~~coordinated~~ closely coordinated with this Long Range Plan,
could seriously conflict with this Plan's
purpose.

k. _____

k. ~~Other~~ Public Facilities. The Boston Township Hall, owned
by Boston Township, is located at the northeast corner of
the intersection of Main Street (SR 303) and Riverview
Road and houses not only Boston Township offices, but
also a

~~_____ museum. Adjacent to Township Hall is the Valley~~
~~Fire District Fire Station, which is the District's only~~
~~facility. The property and grounds for both of these~~
buildings serve as a public gathering place on many
occasions, including Memorial Day and others. Lastly, the
Peninsula Library and ~~Historical Society~~ is located on
Riverview Road, south of Main Street (SR 303) and is a
full-service library managed by a private association
and supported by the Peninsula Library Foundation.

- l. Semi-Public Facilities. There are two churches within the Village.
These include the Mother of Sorrows Catholic Church on Akron-
Peninsula Road and the Peninsula United
~~Methodist Church~~ Methodist Church on Main Street (SR 303) at
Akron-Peninsula Road. A third church - the Bronson Church - is
located on Main Street (SR 303) west of Akron-Peninsula Road,
but has been converted to non-church use.

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~~In addition, the Village has begun baseline water quality testing, with comments received from the Summit County General Health District in a letter dated December 11, 2002. This Long Range Plan supports continued studies for the purpose of protecting the public health and safety.~~

m. Summary: Facilities and Services Policies.

- i±. Continue to build upon relationships with the School District, Library, other recreational site owners, and the Recreation League, to ensure availability for Village resident recreation use; and include cooperative maintenance agreements and other financial support as appropriate.
- ii±1. Build on existing properties and facilities to ensure adequate recreational use opportunities for all Village residents.
- iii±11. Cooperate with the Library regarding site and access improvements necessary to have the Library property function as a Mini-Park.
- i±v. Support efforts to upgrade play equipment at park and recreation sites to established accessibility standards.

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- v. ~~_____~~ ~~C~~Continue to explore formation of a joint Explore the formation of a recreational district with Boston Township or other adjacent communities.
- ~~VI.vi.~~ ~~-~~Adopt zoning ~~requirements to~~ requirements to ensure that future land uses protect and conserve important Village natural, physical, cultural, and ~~hist~~ or ~~ical~~ resources and open space.
- ~~v11ii.~~ ~~-~~Unde~~1~~rtake a careful review of the status of the Village Service Garage and Olde Players Barn properties, including reuse capabilities and scenarios.
- ~~ve1iii.~~ Ensure that the scope of water/sewer availability is consistent with the goals and policies of this Long Range Plan, so as not to unde~~1~~rmine the implementation of Plan recommendations in the future.

8. Future Land Use.

The Update of the Long Range Plan reviewed the policies and recommendation of the 2003 Plan. As part of preparation of this Update Plan, the Planning Commission has reviewed the characteristics of, the desired and acceptable outcomes for future development of, and the future land use designations for different areas of the Village. The recommendation for future land use have not changed since the 2003 plan. However several of the implementation strategies within the Zoning Code for each land use category are proposed to change.

Map 13 - Future Land Use represents the Planning Commission's recommendations for future development and redevelopment in the Village. Important to note is that, while various areas may have certain future land use designations, the Planning Commission does not want those designations to prevent the Village - or other entities as deemed appropriate by the Village - from implementing goals and policies outlined in this Plan. The Planning Commission recognizes that all goals and policies may not be able to be practically met and that, in some cases where such goals and policies cannot practically be met, future land use designations represent the "least unacceptable" result and not the ideal solution. For example, because aggressive goals and policies regarding land acquisition, conservation, and preservation are not assured of success, this Plan cannot be entirely based upon or depend solely upon the success of those goals and policies.

The Future Land Use Map includes six land use categories and one overlay category, as follows, and as depicted on Map 13 - Future Land Use:

Rural Residential;

"Small Town" Residential; Commercial;

Mixed Use; Public/Institutional; Conservation/Recreation;

and

Conservation/Recreation Overlay.

Purposes for preparation of this Plan have been multi-faceted and have ranged from protecting the Village from drastic and rapid change, strengthening the Village's tax base and providing opportunities for and ensuring quality development and redevelopment, and preserving the unique small town character of the Village. The Future Land Use Map reflect the acknowledgment of development and redevelopment potential in certain areas of the Village and in adjacent communities. A description of each category follows:

- a. Rural Residential. Preferred uses in these areas on the Future Land Use Map include residential and related uses, at a density not exceeding 0.25 dwelling units per acre, with significant preservation of open space and natural ~~feath~~ features recommended, and with development and redevelopment to be consistent and compatible with existing and surrounding development. Approp~~riate~~ zoning requirements will need to be drafted to implement this recommendation. Areas in this category have some natural features and abut some existing development and/or land under public ownership and preserved as open space. Land in this category is not intended to be served by central sanitary sewers, but may be able to be served by a central water supply. The feasibility of extending water service only to these areas (excluding all outlying parcels, and excluding all parcels with Conservation/Recreation Overlays) should be evaluated.

On the Future Land Use Map, approximately 985 acres, or 34.9% of the area of the entire Village is designated in this categ~~ory~~.

- b. "Small Town" Residential. Preferred uses in these areas on the Future Land Use Map include residential

and related uses, at a density not exceeding 4.0 dwelling units per acre, with significant preservation of open space and natural features recommended, and with development and redevelopment to be consistent and compatible with existing and ~~surrounding~~ surrounding development. This does not necessarily mean 1/4 acre lots, but could be interpreted to include compact planned residential developments with smaller lots, as well as infill development including detached dwelling units of various sizes, and with the balance of the land respected, conserved, and preserved. Appropriate zoning requirements will need to be drafted to implement this recommendation. Areas in this category have

- b. some natural features, are primarily already developed, and are for the most part surrounded by land under public ownership and preserved as open space. Land in this category is intended to be served by both central sanitary sewers and a central water supply. The feasibility of extending both water and sewer services to these areas should be evaluated.

~~This category includes the historic center of the Village and should permit home occupations as conditional uses, with more intensive home occupations to be limited to Main Street and Akron Peninsula and Riverview Roads.~~

On the Future-Land Use Map, approximately 71 acres, or 2.5% of the area of the entire Village is designated in this category.

- c. Commercial. ~~Preferred~~ Preferred uses in these areas on the Future Land Use Map include a mix of neighborhood and downtown commercial uses, developed or redeveloped in a manner consistent with the Village's goals for strengthening the tax base and preserving and improving the Village's small town character. Most areas designated in this category on the Future Land Use Map are already developed and have buildings on them. Some, however, could be redeveloped at some point. Appropriate zoning requirements will need to be drafted to implement this recommendation. Land in this category is intended to be served by both central sanitary sewers and a central water supply. The feasibility of extending both water and sewer services to these areas should be evaluated.

On the Future Land Use Map, approximately eight acres, or 0.2% of the area of the entire Village is designated in this category.

- d. Mixed Use. ~~Preferred~~ Preferred uses in these areas on the Future Land Use Map include a mix of office, ~~industrial~~ industrial, commercial, and possibly attached residential uses developed or redeveloped in a manner consistent with the Village's goals for ~~strengthening~~ strengthening the tax base and protecting existing residential areas. To ensure an expansion of the tax base, the residential uses should be limited to a small percentage of the area, not more than 20%. Most areas designated in this category

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on the Future Land Use Map are already developed and have buildings with a variety of uses on them. The purpose of the category 01y would be to allow existing uses to continue as long as they are feasible, and to encourage opportunities for redevelopment that replace existing uses with a diverse mix of uses that adds to the Village's charm, provide needed amenities, offer limited opportunities for additional housing variety, and provide additional employment opportunities. Appropriate zoning requirements will need to be drafted to implement this recommendation. Land in this category 01y is intended to be served by both central sanitary sewers and a central ~~central~~ water supply. The feasibility of extending both water and sewer services to these areas should be evaluated.

On the Future Land Use Map, approximately 20 acres, or 0.7% of the area of the entire Village is designated in this category.

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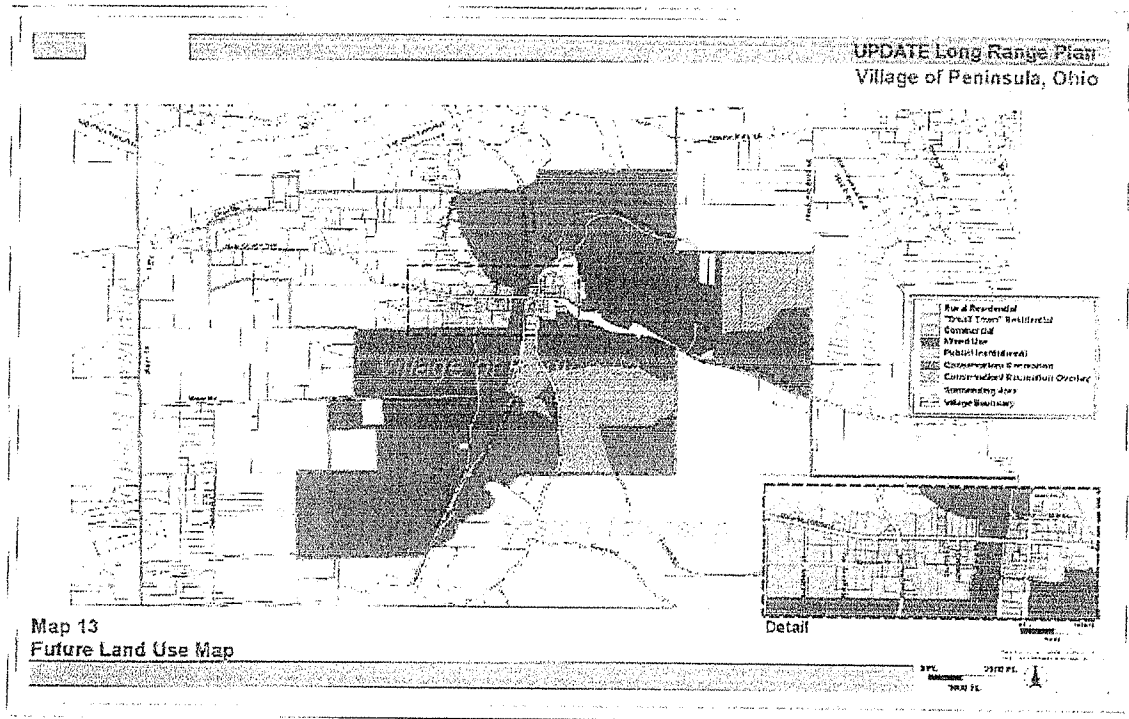
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~~f~~ e. Conservation/Recreation Overlay. This overlay category was created to reflect the Village's desire for permanent conservation of the Brandywine and Girl Scout properties in the future. These properties, which include several parcels, are shown in the future Rural Residential area because, although they are located within CVNP boundaries, they ~~emTently~~ currently contain compatible recreational uses and, therefore, cannot be acquired by the federal government at this time. The Village recognizes all property owners' ~~rights~~ to reasonable economic land use viability, but sees any future development of these properties in particular as having potentially adverse effects on the Village, its residents, its ability to deliver services, and its ~~(fiscal)~~ fiscal stability. This overlay provides property owners, as well as any potential purchasers, with additional notice of the federal government's already existing right to purchase these properties ~~lies~~ upon any proposed change from their current ~~their~~ ~~emTent~~ compatible recreational uses. This overlay category also emphasizes the Village's intention and commitment to support and

~~f~~ facilitate any federal government effort to acquire these properties, should it become necessary in the future. Land in this category is intended to be served by neither central sanitary sewers nor a central water supply. ~~The feasibility of extending neither water nor sewer services to these areas should be evaluated.~~

On the Future Land Use Map, approximately 324 acres, or roughly 1/3 of the future Rural Residential area, is designated in this overlay category.

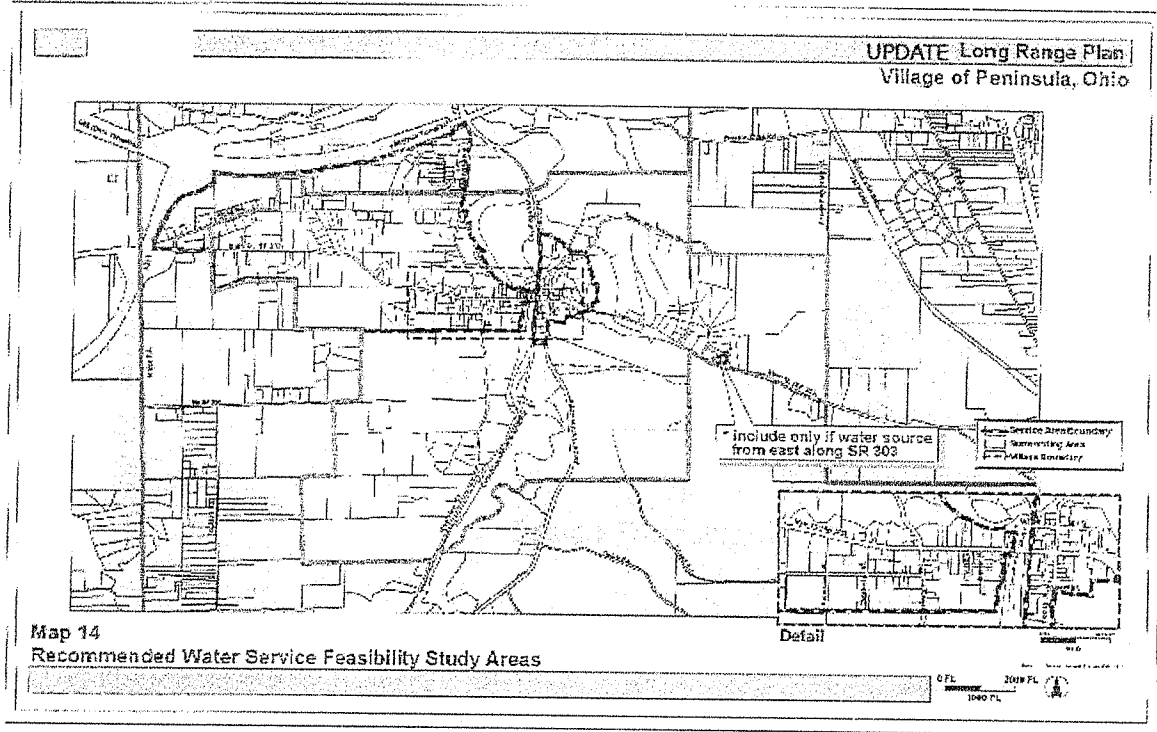
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- f. Water and Sewer Service. See Map 14 - Recommended Water Service Feasibility Study Areas and is a composite map reflecting the recommendations of this Long Range Plan relative to feasibility study areas for water service. This has not changed since the 2003 Long Range Plan.

Map 14

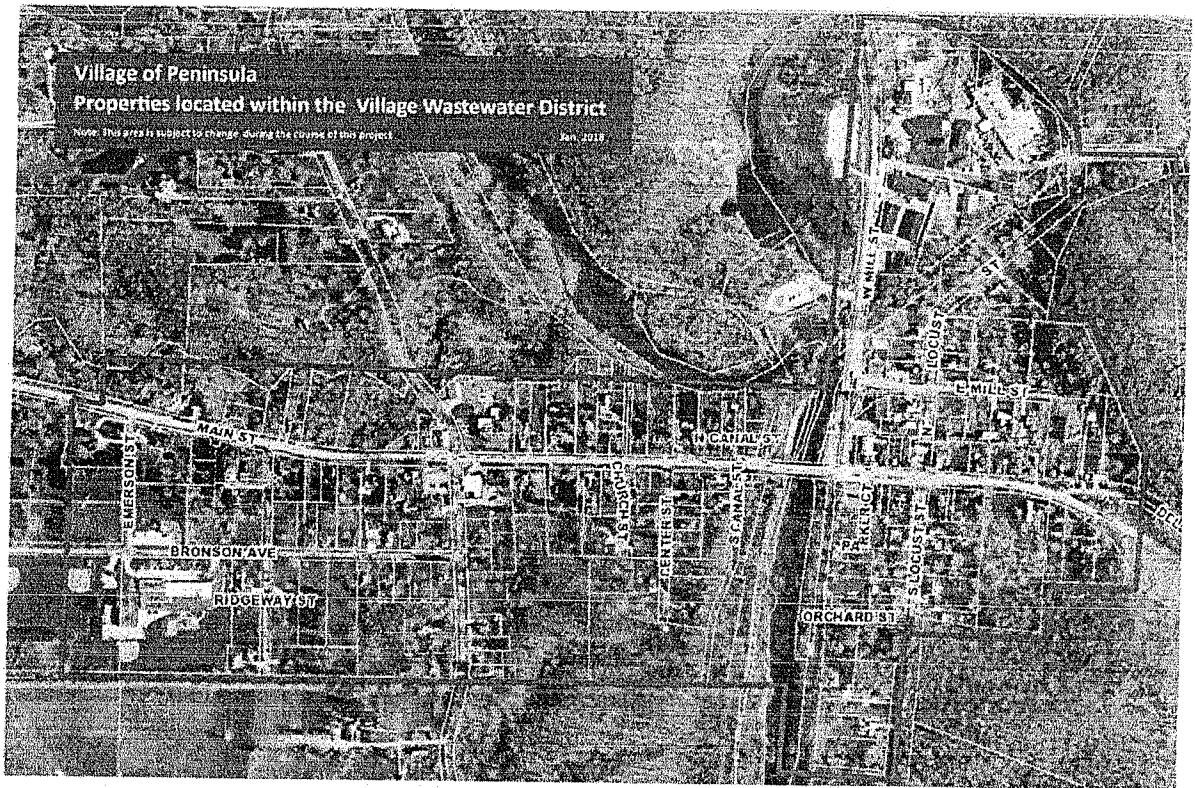
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Map 15 - Recommended Wastewater District Service Feasibility Study Areas for composite maps reflecting the recommendations of this Long Range Plan relative to feasibility study areas for water service and wastewater service, respectively. Is a map of the parcels currently under consideration to be serviced by a wastewater system. The Village is working through the various issues associated with providing this service including who is the appropriate provider should the service be implemented. In finalizing their decision the Village should keep in mind the goals and policies outlined in this Long Range Plan.

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MAP 15



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g. Summary: Future Land Use Policies.

~~i. Amend the Village Zoning Ordinance and Official Zoning Map as recommended on this Long Range Plan's Future Land Use Map.~~

~~ii.~~ Review future rezoning and development requests for consistency with this Long Range Plan's Future Land Use Map.

~~iii.~~

iv.

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Allow existing industrial uses to continue; and support continuation of such uses in all ways consistent with this Long Range Plan's goals; but amend the Zoning Ordinance, however, to provide that if any existing industrial use should close, sell, relocate, or otherwise cease operation, the property on which such use was formerly located should be redeveloped to accommodate uses consistent with this Long Range Plan's goals.

~~±iii~~iv. ———Main Street should continue to be able to be a place of residence for Village residents, and should - consistent with that purpose - accommodate retail commercial and accessory uses that promote a sense of "small town" community that caters to Village residents, people from nearby and surrounding communities, and other pedestrians.

iv. Begin discussions with owners of the Bishop, Bender, and Brandywine properties about Village interest in future use of these properties.

v~~±~~. ———Undertake water service and wastewater service feasibility studies consistent with the recommendations of this Long Range Plan.